



*State of Washington*  
**Transportation Improvement Board**

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### **TIB Success with De-TEA**

De-TEA is the Transportation Improvement Board's name for its policy of exchanging state funds for federal funds in order to avoid unnecessary costs associated with the direct use of federal funds. Use of federal funds carries process requirements that apply even when the project has no features protected by federal regulations.

The federal transportation program is a huge benefit to cities and counties. The purpose of De-TEA is to utilize those resources in a more cost effective manner. De-federalizing projects with no other federal linkages besides the type of funding can produce significant time and cost savings. Here are a few examples:

- SeaTac International Boulevard Phase 4. TIB transferred \$2.5 million of federal obligation authority out of this \$11 million project. Normally, federalization of such a large project would not be a problem. In this case, the funding came after substantial completion of design and right-of-way acquisition. Federalizing the project would have incurred the cost of redoing much of the environmental and all of the right-of-way process. The project would have been delayed two years.
- Enumclaw 2<sup>nd</sup> Street. TIB transferred \$145,000 of federal funding out of this \$1.4 million project. The project constructed a short segment of new road across an existing commercial parking lot on flat, dry land. Federal funding would have delayed the project one year and cost the project an estimated \$100,000 in unnecessary studies.
- Mansfield Wall Avenue. TIB transferred \$45,000 in federal funds that were distributed based on population to this town of 365 people. Engineers calculated that using the federal funds would cost an estimated \$55,000, creating a net negative cash flow.
- Toppenish Berger Lane. TIB transferred \$350,000 of federal funds that were distributed based on population to this small city of 8,000. Normally, a small urban city can use federal funds without difficulty. In this case, the city had a pressing need to replace gravel roads that were ineligible for federal funding because they are not classified routes.

Enumclaw, Toppenish, and Mansfield do not have federal certification to use federal funds, and would have had to pay for those services from a certified agency. TIB has also implemented a number of internal transfers where federal funds were exchanged between two projects within the same agency in order to consolidate resources and reduce process and staffing needs.